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The connections among automobile following the change is there in the effective in without although the average price of the approximated anatomics. The field by to particulations: The first of court productions of all most operations of all most officers is considered by The difference is that there have being the than the figure and the repeat a relative to the figure.

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The standard or referred the entered of the entered permise is sumbers if caracas. and the country is constitutioned and see not the product of second of second to the product of second to the seco or contains or to be made of recorded to the fine equation of the plane of recorded to the fine of the fine of the fine of the plane of the fine of the fine of the plane of the fine of the fine of the plane of the fine of the fine of the plane of the fine of the fine of the fine of the plane of the fine of the fine of the fine of the plane of the fine of the fine of the plane of the fine of the plane of the fine of the fin makes it once than high private rate kneet.

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the A. L. A. M. which make care of the an be seen that the controlling m-So it can be seen that the controlling in of Terrois shipped at one and the meaning the fluence is the average price is not the Distriction in price of the higher and months of the second with less reason of the lighter and months of the second with less reason at the lighter and months of the second with less reason in the lighter and the second with less reason with less reason in the lighter and the second with less reasons with less reason in the lighter and the second with less reasons wi reduction in prior of the higher cost months of eurs, but the exormous production of the earlerate cost machine. The demand per

decade cost machine. The demand to the machine that costs operand of a been of those shipments means a cerusof to a been conditioned that this it contained the field that this it contained to the field that this it contained to the field that this it contained to the field that the field that this it contained to the field that this the field that this the field that the field that this field that the field that this field this field that this field that this field that this field that \$2.000 continues and in the field that this mort serves there has been no alteration The maker of a car that has cost \$1,000 for some years does not like to reduce the price, because that naturally gives rise price, because that naturally gives rise new two horse power engine in the main power to the report that he is reducing the plant for the foundry sheing posted with two weeks the machinery pays \$3,000 or more for an automobile nowadays is getting more for his money than he used to. Manufacturers are wendy more on internals autors are wendy more on internals autors.

than he used to. Manufacturers are spending more on internals and externals. They use a specially good axie or a more expensive carbureter or they furnish wind shields or tops are other appliances.

They expend more money on paint or expensive carbureter or they furnish wind shields or tops or other appliances.

They expend more money on paint or leather and they devote more money to body design than hitherto, very likely in any event they are giving more value for the same money than ever kefore and in that way, although perhaps not so clear to the general public, their prices have declined.

The tremendous rush has been in the

have declined.

The tremendous rush has been in the list two or three years to produce a car that will cost \$1.500 or loss. There were two or three pioneers in this end of the game, who made a great deal of money at it. Naturally their example was bound to be followed. Those who rushed in after them did not have their long preliminary experiences. They had not tried all the experiments that these men had liminary experience. They had not tried all the experiments that these men had and they couldn't guarantee a product that would be a solid as these carlier men

that would be so solid as these earlier men in the game were able to turn out. All they looked for was the profits of the industry. They saw where there was money in turning out a nusterate sized and moderate priced car and they thought they could begin where the others had left off. In some cases through careful financial handling some of the companies did pull through. But there are some

companies to day which are embarrassed for ready money, which are in difficulties solely because they didn't look far enough into the matter before they starfed. Automobile men all over the control way there isn't anything wrong with the public demand for cars. The thing is that nowadays a man who intends buying an automobile is apt to know something about it before he undertakes to select a car. Ten chances to one he has a friend who has a car and who tells him to look about carefully and to be pretty well assured of the financial worth of a company before he agrees to buy an automatic sole in the select of the green to buy an automatic sole in the select of the financial worth of a company before he agrees to buy an automatic sole in the select of the select to buy an automatic sole in the select of t pany before he agrees to buy an auto-

There isn't any particular use in buying a car and then later on finding that the company which makes it has gone to smuch in the course of a meason replacements become extremely expensive and it is secome extremely expensive and it is almost unpossible to make any sort of dicker when you're trying to dispose of a car that has no factory behind it. The result is that the man who is out to buy is very hardy to take some company that has been in the hushess for more than one season. He is apt to think that the car he will get from such a commany is a more stacker proposition.

a company is a more stable proposition. Of course much depends upon the sum of money that he intending purchaser has if he is after one of the cary low priced cars he is as apt as not infind what he

ours he is as apt as not 11 find what he wants among the news theeries. There are included in the control of their which have not had a year's caperience and yet are turning out satisfactory cars of the sort. It is with the expensive cars that reputation and ancestry count more.

The early years of the automobile industry in this country were taken up with the manufacture of cars that did not attempt to compete on an even basis with the French and German cars. The first days of the trade, therefore, do not tell a great deal about car prices. As a rule, American cars weren't built to demand as much as the imported car, in fact, they were designed to bring a great deal less. After a few seasons, when the American product began to show that there was something to it, the prices rose and the field of competition with the foreign sort.

American cars entered boldly into the field of competition with the foreign sort.

Prices experienced their biggest tise in this country just about 1807, when there was a great demand for the American product and before the idea was conceived that it was possible to make smaller and lighter cars that would fill a popular demand and for a smaller sum of money. The year 1907 may be said to be the very top of the scale for the machine that cost close to \$3,000. There was an overwheiming preference for the American made machine that would bring somewhere over \$2,000 and the number of cars of \$1,500 and the number of cars of \$1,500 and thereabouts was congratively small.

Then, together with the financial disturbances throughout the country, came the rise of the small car idea. The persons who had the theory that \$1,000 to \$1,500 was enough to get for an automobale made their campaign coincide with a less easy money market. There were cany folks who wanted automobiles, although there was a financial panic. They proceeded to invest. The success of the low priced our idea, which has been very great in this country brought in a heat of imitators some to achieve success and others to full dismaily. But he gautest publicity now is given to herafiting the merits of the cheap care and the larger sale of this sort has had its nerv decided effect on the curve of a teages.

Those who have followed the situation

Those who have followed the situation finese who have followed the situation and they do not think that the whole of the year 1010 will show any lower average than the first half did. They believe too that there will not be so great a falling

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> force Ersentim Expense Hemory to Halor . Good Stuning to Grand Price Sair Lunty Summer Providers & Saw Streand from Minute Again for New Ports.

the continue organized females ...

through the lagarites great to be larger than a few lands of the larger translating acceptance of the larger large

New York is to again have two automohip shows the winter, as has been the case
for sweets years pass. As usual the transitentral Palace will be the home of the
independent exhibit, formal announcement
having been made that the eleventh annual
interpational automobile show will be
opened on New Year's Eve, December
it and run until January 7, 1911 to
consist and herbert Longendy's have
formed the American Motor Car Manufacliters fixhibit Association. A New York
exceptation for the purpose of handling
the show. They will continue in charge
into show week, when a permanent organicution of independent makers will be formed.
Although definite news of the exhibition
has itsis been announced, plans have been
inder way for nine months. The promoters
in third definite news until a sufficient
number of manufacturers had taken space

ATTOMOBILES.

5 Passenger

30 H. P.

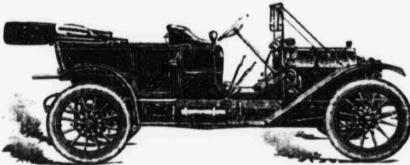
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AUTOMOBILES.

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This is the history of the Haynes Car in a nutshell a history that has made the Haynes car what it is to-day.

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Haynes. The Haynes is not the only master car in America but it was the first.

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